

CORNHUSKER CAP NEWS

Vol. 1, No. 1

Official Publication of the Nebraska Wing—CIVIL AIR PATROL

August, 1942

Cooke Dares Axis Subs To Show Noses

In its very first issue, the Cornhusker CAP News is privileged to present a report from a wing member who is at this moment on the CAP's war front.

The flier is Oscar O. Cooke of Omaha, commander of Squadron No. 761-1, who went on active duty with the submarine patrol early this month. Cooke, a veteran flier and branch manager here for Allis-Chal-



OSCAR O. COOKE

mers, had purchased a 145 h.p. Luscombe plane to fly while on submarine patrol but the government, for reasons best known to itself, rejected this plane, and so Cooke sold it the day before he left.

Under instructions from the CAP, he went to Crete, Neb., and picked up a Waco plane which Frank Bringham, had agreed to lease to the government for submarine hunting. The base to which he was assigned is restricted information. He will be on duty 30 days.

"I can say," he wrote, "that the Civil Air Patrol men on this assignment are doing a marvelous job. It's REAL in every way.

"I've discovered another thing that all our members should take to heart—namely, IT JUST WOULDN'T BE POSSIBLE TO GET

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* * * * * WANTED: PICTURES, NEWS * * *

* Greetings from the Wing staff in this, the first issue of Cornhusker CAP News.

* We're sorry if it seems a bit top-heavy with news from particular areas this time. We hope that every single squadron will receive notice in the September issue. It's up to you—please get the material to us by September 10. The Editor.

* * * * *

BECKON LIGHT PLANES FOR COURIER SERVICE

Pilots with small planes and a moderate amount of flying time are coming into their own in the CAP.

Under a new policy announced by national headquarters, only planes under 90 h.p. will be assigned to courier service hereafter. It is felt that the larger planes are needed for other duties.

A national headquarters bulletin reports that courier services for the armed forces are fast developing, and are under way on a large scale in the southwest, adding that "in terms of fast transportation of small but vital shipments ferrying of personnel on urgent missions, and replacement of military planes and airmen for other duties, the implications are tremendous."

Courier service may be in the following categories:

Special trips, fulfilling special non-recurrent requests; route service—operating regular routes on fixed schedules or on a standby basis; feeder service trips into and out of an airport on an official air traffic route; fixed-base service—trips between a courier

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APPLICATIONS AVAILABLE

Preliminary application forms are now available for anyone interested in enlisting in the Civil Air Patrol. The applications are to be filled out, approved by the Squadron Commander and then mailed in to Wing Headquarters. The Wing Commander will make his recommendation on the application and then regular application blank and fingerprint card will be mailed to the individual from the Wing office.

Sidles Takes Over Reins in Nebraska

A prominent figure in Nebraska aviation for 14 years, Harry B. Sidles of Omaha has been named acting commander of the Nebraska wing of the Civil Air Patrol.

Appointment of Sidles promises an increased tempo for the Nebraska wing. He has the time and interest requisite to building up the organization. He intends to spend a considerable amount of time with



HARRY B. SIDLES

the units throughout the state. He will devote his energy and ability toward the building of a strong, well-trained and highly organized wing.

Sidles, who has been executive officer of the Omaha group of the CAP, succeeds I. V. Packard, former secretary of the Nebraska aeronautics commission, who recently joined the army air corps.

Sidles, vice-president and treasurer of the Sidles company, came to Omaha from Lincoln in 1940. He has been active in Nebraska aviation since 1928, when he organized the Sidles Airways corporation at Lincoln. The following year the company constructed the Union airport there.

He organized the Lincoln chapter of the National Aeronautic association, and in 1937 and 1938 he was NAA governor for Nebras-

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CORNHUSKER CAP NEWS

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LOOK AHEAD — AND BE PREPARED

The shape of things to come for the Civil Air Patrol already is becoming apparent.

The CAP, more than any other civilian defense group, is actually in the war and delivering blows at America's enemies. One of our own Nebraska members is already on the submarine warfare front, and at least two others are awaiting orders to report.

Meanwhile national headquarters announces that use of CAP planes in courier service is increasing rapidly and that hereafter only planes under 90 h.p. will be used in courier work because the larger planes are needed for other work. We mention only two phases of CAP'S contribution—there are many others. Yes, CAP is certainly in the war, and none doubts that this will become increasingly true in the future. CAP has greater potentialities, a higher type of personnel and more highly trained membership than any other civilian defense group.

The danger is that we may fail to take full advantage of the opportunity given to prepare ourselves for the work. Note carefully, on Page 1 of this bulletin the admonition by Oscar Cooke: "It just wouldn't be possible to get too much training for this kind of work." That word comes from a veteran flier, one of the most capable and experienced pilots in the Nebraska Wing.

Then let us resolve that we will not let our training, our preparation, our enthusiasm or our interest lag. The first flush of enthusiasm over something new has passed—the first thrill of wearing a uniform is forgotten. Now it's hard work and lots of it.

But when the day comes that Uncle Sam has vital need of the Nebraska wing, let us be ready with a top-notch organization, and trained, efficient personnel. Remember—this is TOTAL WAR!

New Wing Commander Outlines Aims

I am very happy to accept the appointment as Acting Wing Commander of the Nebraska Civil Air Patrol, and at the same time assure you I am full conscious of the magnitude of the job and the great amount of work that there is to be done.

In common with many of you, I feel that the Civil Air Patrol is now growing up, and this maturity should now be expressed in more effective service and interest by every member of the Patrol who wishes to retain his membership. Inactivity on the part of any member must cease. We do not wish to relieve any member of his card, and yet there is no point in carrying members along who are not interested enough to attend meetings and turn out for the necessary activities.

I feel that sending this bulletin to all members of the Nebraska Wing will serve to create more interest within each squadron and produce more activity. We want you all to see what other squadrons in the state are doing and to have first-hand information as to the various activities in other states.

Suggestions for improving the organization, or any new ideas for more effective training will be gratefully received.

I humbly accept the responsibility that is implied in my appointment, and assure you that it is my hope to build up, with your help, a fine, active, Nebraska Wing of which we will all be proud. We all want to be ready to serve when we are called, and to be ready to do the job well.

Harry B. Sidles
Captain, Civil Air Patrol
Acting Wing Commander

OUR QUARTERMASTER SEZ:

Directions and regulations for uniforms, insignia, and ranks are set forth in GM-45. Please study these carefully and as soon as you are eligible, identify yourself within the Civil Air Patrol by wearing the proper uniform and insignia.

* * * * *

The Wing Supply Officer now has a small stock of all insignia and urges that you get your orders in as soon as possible. Because of the huge demand from all sources, it is impossible to tell how long it will take to get new orders. For your convenience, sets of red shoulder straps and red piping for caps are being made up for distribution by the Wing Supply officer. These items will cost \$.75. The straps are being made with snaps and can be sewn right over the straps now on your uniforms. Instructions for sewing on the cap piping will come along with your order. If you want more than one pair of shoulder straps, each additional pair will cost \$.60.

* * * * *

GM-45 says: "Purchase of blouse is optional. Its wear is recommended for Wing, Group, and Squadron Commanders. Members will find it more practical to wear the field jacket or leather flying jackets." Mr. Mueller would like to know if anyone is interested in ordering a leather flying jacket. These items are in great demand and should be ordered in quantities, well in advance of the time they will be needed.

* * * * *

Address communications to Rudy Mueller, Wing Supply Officer, 2525 Farnam Street, Omaha. If placing orders, please send the correct amount so that a great deal of unnecessary bookkeeping may be eliminated. Orders should be placed through Squadron Supply Officers.

SIDLES TAKES OVER REINS IN NEBRASKA

(Continued from Page 1)

ka. He was instrumental in securing introduction of Nebraska's uniform aviation law, which created the Nebraska aeronautics commission.

In 1932 Sidles had the department of commerce contract for making daily flights at Billings, Mont.

He was responsible for bringing a number of air shows and tours to Lincoln.

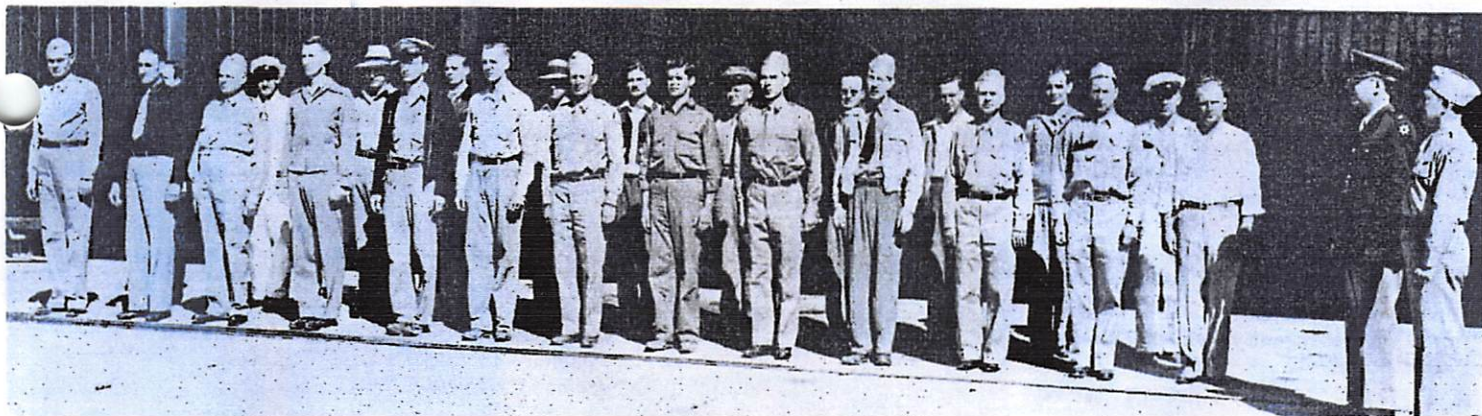
Commander C. F. Larsen of the Grand Island CAP squadron is Phillips 66 distributor for central Nebraska. A World War veteran, he is an active flying enthusiast and owns his own plane.

BECKON LIGHT PLANES FOR COURIER SERVICE

(Continued from Page 1)

station and all points of pick-up or destination; area service, which indicates the handling of CAP courier traffic within a certain area.

All CAP missions must be under specific operations orders, and must be covered by CAP crash, accident and liability insurance. No cargoes or passengers may be carried except on official business for official agencies of federal, state or local governments; the American Red Cross; and industries engaged in war production. In the absence of such passengers, pilots will fly alone. To carry personnel, pilots must have at least 7 hours flying time, including 50 hours in country, at least 10 hours of which shall have been flown in recent months. Pilots of lesser skill may carry cargo only.



The Scottsbluff squadron is reviewed by Col. J. W. Boyer of the Seventh Service Command.

Scottsbluff Sets Fast Pace For CAP

By R. M. Stewart

The SCOTTSBLUFF SQUADRON of the Nebraska Wing of the Civil Air Patrol, with flights in Alliance and Chadron, is extremely active—in the air and on the ground. Several practice missions have already been worked out—one at least which has been copied in many parts of the country.

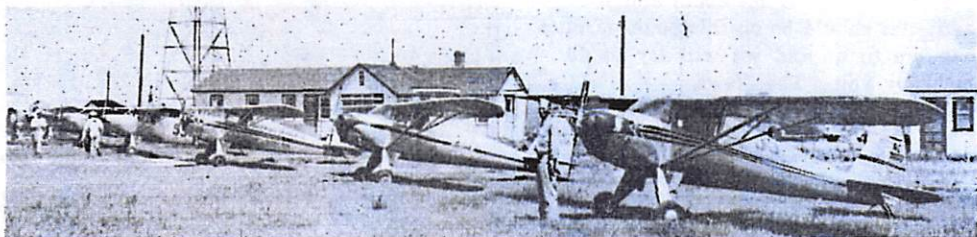
One of the first flight missions of the squadron was the search for a "lost plane" with pilot and observer given location of known position of the plane—and as their mission must find the plane—and draw map which would lead rescue parties to wreckage.

Next came the aerial bombing of Scottsbluff by the Civil Air Patrol to open the National Retailers Victory bond selling campaign. At exactly 12 o'clock noon on that date, a formation of Civil Air Patrol planes roared over Scottsbluff, dropping thousands of paper "bombs", designed by our Photographic officer, Charles Downey, bearing the inscription "BONDS NOW OR BOMBS LATER." This stunt was repeated at the Gering Oregon Trail Days celebration during July—in cooperation with NATIONAL HEROES DAY celebration and a corresponding bond and defense stamp drive. The bomb stunt was copied in other parts of the state.

On Sunday August 2nd, the Patrol sent its planes, pilots and observers out to lead the scrap campaign from the air. Territory surrounding Scottsbluff was broken into four districts and planes given definite territories to cover. Results were discovery of several abandoned drag lines, an old refinery, many large scrap piles on farm and ranches.

Practice On Subs

Now, the Scottsbluff Squadron of the Civil Patrol is seeking permission for another stunt. This time permission has been asked for the "lime bombing" of a "Submarine outline", to be laid out in a desolate territory north and east of Scottsbluff. Under pres-



The Scottsbluff Squadron's planes on the line.

ent plans, this will be carried out August 23rd, and will proceed as follows: Each pilot and observer will be given a map showing location of "submarine." Each plane will be equipped with four lime bombs, of less than a pound in weight, consisting of fine ground lime. At takeoff, each plane will follow the flight pattern, and after leaving the pattern, shall gain altitude until 100 feet is reached. The flight to the objective shall be maintained at 1000 feet. On reaching the target, and after ascertaining that preceding plane has departed, ship may descend to 500 feet altitude and release bombs in two runs over target. No plane shall remain over the objective area at 500 feet level more than 10 minutes. Judges will be at the target objectives to score hits and misses.

These are the flight programs—but just as rigorous a training schedule is under way. A Communications class has been underway for nearly three months, and a large class of third-class radiotelephone operators—code men—and Civil Air regulations students is graduating. An engineering class meets one night weekly as does a class in Military courtesy and drill. In addition, the entire Squadron drills from 8:30 to 10:00 a.m. each Sunday.

Officers are: Squadron Commander, E. V. Hogan; Executive Officer, M. P. Brennan; Operations Officer, Howarth Olson; Intelligence Officer, Everett Haxby; Communications and Public Relations Officer, R. M. Stewart; Training Officer, L. L. Bigler; Transportation, Fred Cheairs; Photographic, Charles Downey; Medical, Dr. A. L. Cooper; Supply Officer, Richard Everett; Engineering, E. Lockwood.



As Squadron Commander Everett V. Hogan took off to bomb Scottsbluff. At right is H. J. Dollinger former executive officer who now is in military service.

COOKE DARES AXIS SUBS TO SHOW NOSES

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TOO MUCH TRAINING FOR THIS KIND OF WORK.

"They certainly need guards, service men, helpers, pilots and ships—but mostly ships, guards and mechanics."

He commented that the submarine patrol assignments are much more strenuous than those of the ferry pilots.

Cooke warned that Nebraska fliers who intend to join the submarine patrol should bring all of the necessary flying equipment with them, since such equipment is not to be had for love or money where he is serving. A good two way radio and a Federal Communications Commission permit are essential, he added.

Cooke concluded his letter thus:

... ..

Two other Omahans, W. A. Fraser, Jr., and Angelo Bonacci, are awaiting orders to report for active duty. Note: As we go to press, Fraser is on his way.

JOHNSON ANNOUNCES CAP RANKS AND GRADES

National Commander Earle Johnson recently announced the ranks within the CAP that shall be held by the various officers, conditional upon their completing the required 81 hours of prescribed training directives.

So that there may be no misunderstanding, Commander Johnson emphasizes that the commissions and appointments in grade are in the CAP only, and not in the Army of the United States.

TO EACH NEBRASKA SQUADRON

* Pictures of your members and your *
* activities should be on this page. You *
* get 'em to us and we will try to do *
* right by you. The News. *

The ranks and grades that will apply, and the CAP officers who will hold them, are as follows:

Major—wing commanders; captain—wing staff officers and group commanders; first lieutenant—group staff officers and squadron commanders; second lieutenant—squadron staff officers and flight leaders; flight officer—deputy staff officers, pilot officers and observer officers.

In the non-commissioned grades:

Technical sergeant—pilots, A or E mechanics, and radio operators; master sergeant—A and E mechanics; sergeant—observers and photographers; corporal—clerks; private, first class—stenographers; privates—all other personnel.

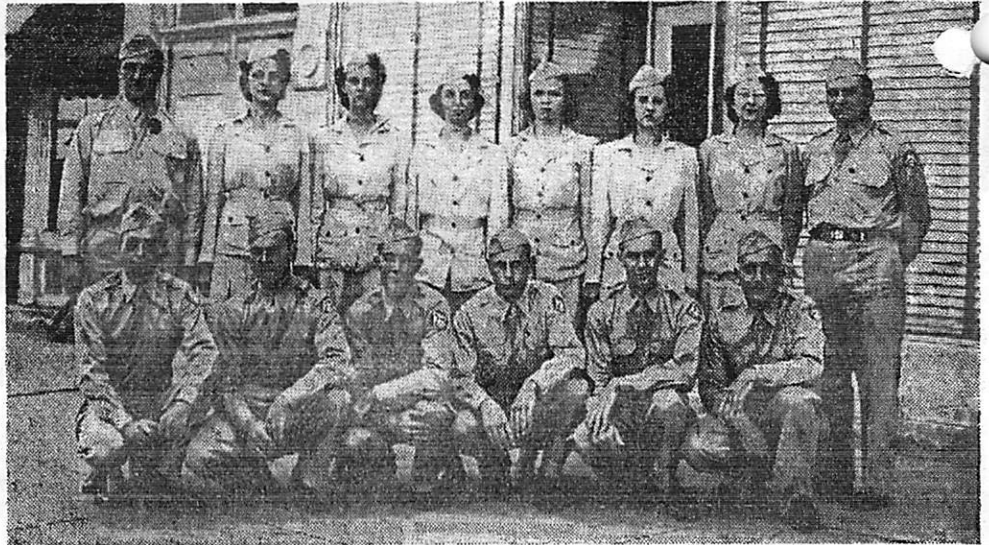
All appointments of commissioned officers are to be made by the national commander, upon recommendation of the wing commander. Flight officer appointments will be made by the wing commander, and non-commissioned officers will be made by the proper unit commanders.

Each member qualifying for a position as a commissioned officer may be appointed to that position by the wing commander with temporary rank in grade, pending approval of the national commander, and providing that he has served in the same position or in a position of equal grade not less than 60 days. If he has not served 60 days he will be appointed one grade lower in rank until he has served for 60 days.

* In this issue The Cornhusker CAP *
* News salutes Scottsbluff for a fine *
* program of activities and training, *
* which have marked it as one of the *
* outstanding units in the state. *

* Each month The News will publish *
* a salute to a different squadron. Next *
* month it will honor Grand Island. *

CAP Faces The Camera



Pictured here are some members of the Lincoln squadron, which is just now beginning to hit its stride.

In the picture are: Back row, left to right, William Daniels, Ruth Zimmerman, Jane Bomgardner, Marian Keckler, Dorothy Orr, Maxine Kelly, Norma Broderson, and James Lococo; and front row, William G. Brown, L. J. Cox, H. W. Worth, Harold Harpster, Harold Arnold and Ray Ramsey, commander.

The men wear army uniforms in olive drab and the girls are in lavender-gray. All have garrison caps and are designated by special insignia of the branch.

NEBRASKA PILOTS SCOUR STATE FOR SCRAP

The Nebraska wing performed a national service and obtained a great deal of favorable notice on the part of the home folks when at least half a dozen squadrons participated in the scrap drive.

All of these units organized aerial reconnaissance and survey missions to locate metal scrap needed for the war effort. Then most of them helped dramatize the scrap effort by dropping aerial "bombs" (cardboard facsimiles) reminding the people that "real bombs can fall here, too. Your country needs your scrap metal—turn it in." The bombs, designed by Charles Downey of Scottsbluff, were provided by Ak-Sar-Ben, and were dropped by units at Grand Island, Peru, Crete, Chadron and Omaha. Most of them dropped missives on each farm in their own county.

In the course of the scrap drive, the Lincoln squadron completed its first major mission. Commander Ray Ramsey reported

that nine planes surveyed about 300 square miles of territory and located large scrap piles on about 70 farms.



Arthur E. Miller



Wilbur M. Fullaway

Pictured here are two Omahans who left the CAP recently and reported for more urgent duties for Uncle Sam. At left is Arthur E. Miller, former commander of Squadron 761-1, who is now a contract instructor for the air corps at Ovalde, Tex. At right is Wilbur M. Fullaway, former adjutant for 761-1, now an air corps captain stationed at Bolling Field, Wash.

IN APPRECIATION

This first issue of the Cornhusker CAP News was made possible through sponsorship of the following:

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